



AUTO+ WOMEN IN MOTOR SPORT

GILMOUR SHINES ON

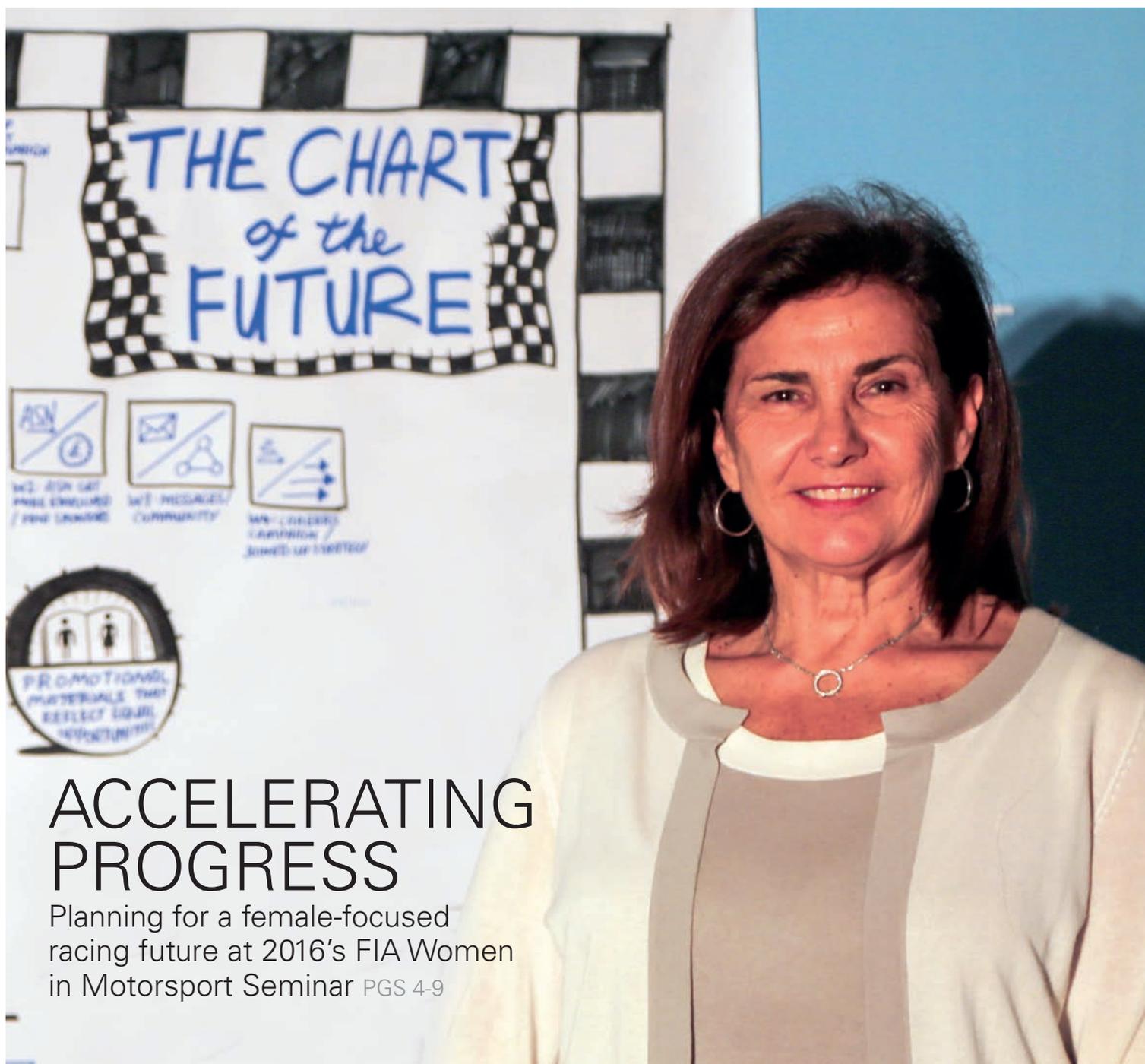
Emma Gilmour enjoys successful season on rally stages and in cross country PG 10

FLYING FINN TOPS TOP FUEL

Anita Mäkelä takes European Drag Racing Championship title glory in nail-biting finish PG 12

MARTA MOVES UP IN STYLE

Garcia grabs the headlines with impressive single-seater debut in Spanish Formula 4 PG 13



ACCELERATING PROGRESS

Planning for a female-focused racing future at 2016's FIA Women in Motorsport Seminar PGS 4-9



The FIA is committed to encouraging and supporting the promotion of women in motor sport and one of my first decisions on being elected was to approve the establishment of the Women in Motorsport Commission.

While a small percentage of women may be represented in our sport, the numbers are growing and I am proud to acknowledge this contribution and the important positions women now hold in motor sport.

We have to continue to spread a positive message and strive to make our sport more accessible to women from an early age, creating real opportunities to get involved at all levels and in all areas of motor sport.

The work of the Women in Motorsport representatives within our ASNs is key to making a difference globally and they are invaluable in encouraging more women into our sport.

The FIA's Women in Motorsport Seminar in Lisbon was another major step forward, not only showcasing the strides made so far but also the exciting plans for the future. I am proud of the work you are doing and the FIA fully supports you.

A handwritten signature in black ink, which appears to be 'Jean Todt'. The signature is stylized and written in a cursive-like font.

Jean Todt
President of the FIA



We are learning that we are not only encouraging more women in sport, but that those women in turn become exemplars for women in society, and especially for young women. Women in sport are clear transformational role models, at the cutting edge of altering the perception of the role of women in society round the world. This work - your work - represents a very important cause.

I want everyone represented at this year's Women in Motorsport Seminar to continue and to re-energise the work already done.

You are changing our sport for the better, and also helping to change society, and it is vital that you reach out to the young.

A handwritten signature in black ink that reads "Graham Stoker".

Graham Stoker
FIA Deputy President
for Sport

Welcome to the latest edition of the FIA's Women in Motorsport newsletter.

In this edition we focus most keenly on the recent Women in Motorsport seminar in Lisbon, Portugal. Over two highly productive days 90 representative from 43 countries succeeded in defining the future direction of women in motor sport activities for both ASNs and the Commission. You can read all about the seminar and its outcomes in our series of reports starting on Page 4.

The seminar began with a celebration of the sporting success achieved in 2016 and we also turn the spotlight on some notable recent achievements, including Anita Mäkelä' becoming FIA European Top Fuel Drag Racing Champion and young stars Marta Garcia and Tamara Molinaro making impressive debuts in single seaters and competitive rallying respectively. We also mark successful seasons for rally driver Emma Gilmour and truck racer Steffi Halm.

It's been an excellent year for women in motor sport and now with an exciting new road map for the future to follow, 2017 looks like being even more special. In the meantime we hope you enjoy this issue.

Your AUTO+ team

FIA Women in Motorsport
Commission President
Michèle Mouton.



Success is breeding success, says WIMC President Michèle Mouton

Commission President points to competition success, increased volunteering and first all-female world championship stewards panel as indicators of progress as Europe-wide driver search for 2018 is announced

FIA Women in Motorsport Commission President Michèle Mouton launched the Commission’s 2016 seminar in Lisbon, Portugal by saying that the body’s achievements over the past four years have laid the foundation for future success.

The seminar began with a video message from FIA President Jean Todt who told delegates: “We have to continue to spread a positive message and strive to make our sport more accessible to women from an early age, creating real opportunities to get involved at all levels and in all areas.”

The Commission’s first seminar was staged in Paris in 2012 and according to Mouton the progress made since in advancing women’s participation in motor sport at every level and across a wide variety of roles has been extraordinary.

She first pointed to success at grassroots level, where France’s Lucile Cypriano and Spaniard Marta Garcia both competed in the CIK-FIA Karting Academy Trophy, with Garcia taking the title last year. Cypriano has since become a race winner in touring cars and in the SEAT Leon Eurocup, while Garcia recently progressed to Spanish Formula 4 where she made an immediate impact with three top-six finishes.

She also highlighted the positive outcome of the Women’s Cross Country Rally Selection, held in conjunction with the Qatar Motor & Motorcycle Federation.

The initiative provided three all-female crews with the chance to compete in a round of the FIA World Cup for Cross

Country Rallies. The success of the venture led to the driver and co-driver who showed the most promise – Emma Gilmour and Sandra Labuscagne – receiving a funded drive in the Italian Baja earlier this year and the pair are now looking at a further outing at the Baja Portalegre later this month with the support of the seminar’s host club, the Automóvel Club de Portugal, through its President, Carlos Barbosa.

“We have made a lot of progress with drivers,” said Mouton. “We are active in nearly all disciplines. I always explain the difficulties we have: if you look at the base of the pyramid and how many men are on the top level, we can say 20 or 30. The base for girls is so narrow that of course it makes it more difficult. We need more volume. We cannot have success on the top if you don’t start at the national and regional level; all our ASNs need to support and encourage young girls.”

In this regard, she said it is encouraging that there are now 74 national Women in Motorsport representatives working on behalf of their Federations (ASNs) and with the Commission.

“When I see all these people here supporting our actions and being motivated to make progress, this is a very big achievement,” she said.

Delegates also heard of the progress made by the Commission’s Steering Committees in the areas of engineering and in increasing the number of female officials working in motor sport, with Commission Ambassador and Formula One

Steward Silvia Bellot pointing to the fact that this year the FIA World Rallycross Championship round in Norway was officiated over by an all-female panel of stewards for the first time in FIA World Championship history.

“But that is not enough; we want to help ASNs to attract, retain and develop female officials, we want to know what tools they need to do this,” she said. “I invite everyone to go to a race track or a rally stage and see the amazing number of female marshals. But when we look at senior positions, the numbers are very low. We need to keep working to have more female Race Directors, Technical Delegates and Stewards.”

Three-time Le Mans-winning race engineer Leena Gade, meanwhile, pointed to a key role national motor sport organisations can play in highlighting the presence of female technicians in motor sport and in championing their engineering proficiency. “It is important for ASNs to acknowledge that there are female engineers out there making a difference and working at high technical levels,” she said. “We must use these women as role models.”

The session also heard from Nita Korhonen, Women’s Commission Director at the Fédération Internationale de Motocyclisme, who explained how FIM’s decade-old programme had achieved success. “The perception in bikes has changed every year,” she said. “We can see a huge difference already in a short time, so for sure women feel welcome and it has become more natural.”

Frédérique Trouvé, Director of the ASN Development Programmes and Manager of the FIA Women in Motorsport Commission, took time to explain the strong concrete support the FIA can now give to the ASNs in the form of three major pillars; the Women in Motorsport Commission’s support at international level, the new ASN Development Programme Department, and the grant programme, which is in place to help fund projects at national level.

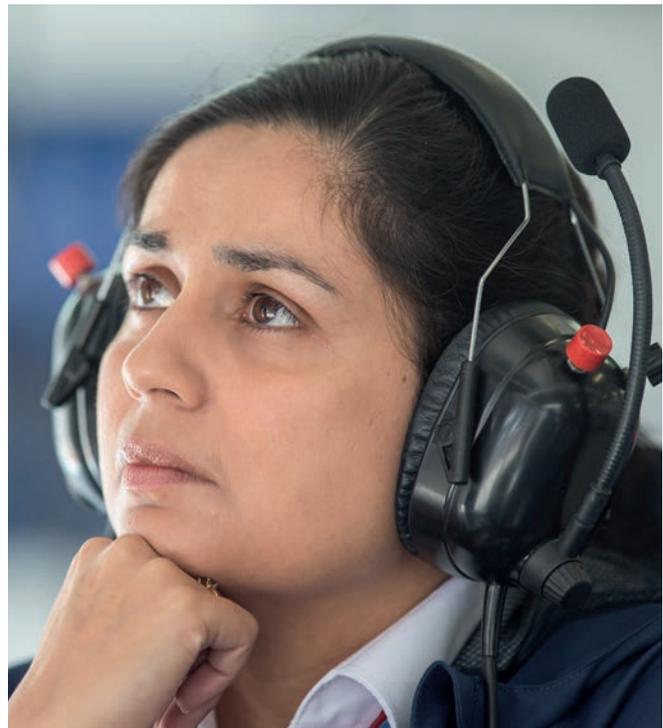
Former race and cross country drivers Cathy Muller and Jutta Kleinschmidt also joined the panel to discuss the Commission’s ‘Detection Cell’, designed to identify young female driving talent.

“We have had successful drivers in lots of racing disciplines,” said Kleinschmidt. “We need the ASNs to come back to us with the names of potential drivers in their countries so that we can help detect and monitor this talent.

“We can be proud of what we have achieved, but we always want more, and I think the most important thing is to find people in all positions who support women in motor sport,” she added.

In relation to this, President Mouton concluded the session by confirming the Commission’s plans for an ambitious European selection for young drivers in 2018, working along the lines of a karting slalom. “It will be like a pilot programme and we hope to be able to develop this in different countries and regions,” she confirmed.





F1 chiefs target greater opportunities for women in motor sport

In the run-up to the 2016 FIA Women in Motorsport Seminar in Lisbon, two of motor racing's most senior female figures, Sauber F1 Team Principal Monisha Kaltenborn and Williams F1 Deputy Team Principal Claire Williams, praised the progress made on women's involvement in the sport saying that incentive programmes put in place to encourage women to work in the motor sport industry are bearing fruit.

"Things have really changed at Williams over the past two or three years," said Williams, who was recently appointed a member of the FIA Women in Motorsport Commission. "We've got 109 women [at Williams]. At the moment most of them work across the traditional kind of female roles of admin, finance and accounting, marketing and PR, but we're definitely seeing that landscape changing and more girls are coming into the engineer-based roles, which is great."

The Williams Deputy Team Principal added that over the past three years there has been an increasing level of interest from women in Williams' internships and graduate training programmes. "We're seeing a lot more [women apply] and I think this is all to do with the role models and the increasing work that we're doing in promoting engineering," she said. "It's a trend, and obviously there's the Randstad Williams Engineering Academy that we run. We saw some talented girls selected for our first intake of students. And in addition, our one outstanding candidate for the 2015 Autosport Williams Engineer of the Future was Lizzie Thompson; she's now joined the team on an accelerated two-year internship.

"I think if we see more and more females come into those roles, the role model [effect] trickles down and we'll see more and more. It's virtually a circle, in effect. It's a positive trend."

Long-standing Commission Ambassador Kaltenborn added that more needs to be done to create opportunities, particularly for female racers. The Sauber Team Principal pointed to the FIA's European Karting Slalom initiative as a potentially rich source of female talent. "Why are they not having more girls coming up? Because the opportunities are not there," she said. "I would put more emphasis on the opportunities side and say let's take [karting slalom] as creating opportunity; to have enough girls come in and let's see, if they can do this, then why can't they go into a competition where there are boys? I think it's a means to get closer to your target."

Kaltenborn also pointed to the need for women to create networks within motor sport as a means of building careers.

"We have to start being proud of our own networks, and not get a guilty feeling if we do something for a woman," she said. "It's almost equated that if we do something for a woman, it's because she's a woman. What is never said is she has to keep working for it, or that actually, she is the right person for the job. The part that she actually is the best candidate is usually not said. It's reduced to 'it's a woman'."

"We've seen ourselves how young girls have gone to their ASNs (National Sporting Authorities), and the ASNs are the most important factor – to me – in developing young girls coming into motor sport," she continued. "You can see this with the network we have created: [on behalf of interested young women] the ASN can contact somebody already established in motor sport, somebody from our network, from the Commission. You take the time, you meet up with people, and this is where you actually start making use of that network."

ASNs at the forefront of positive action

The second plenary session of the 2016 FIA Women in Motorsport Seminar focused on the work being done by ASNs around the world to promote inclusiveness and women's involvement in motor sport.

The session opened with an address by UK racer Nathalie McGloin, who in May 2015 became the first female with a spinal injury to be granted a racing licence. An ambassador for the Dare To Be Different campaign of the UK's Motor Sport Association, McGloin was keen to point out the importance of role models to light the path for other disabled and female drivers.

"The Dare To Be Different project is such a success because it's built from the ground up for the next generation, and also there is an emphasis on networking, both online and in face to face events. Setting up something similar for disabled drivers is a goal of mine for the future."

FIA Deputy President for Sport Graham Stoker, who was present throughout the two days in Portugal said that McGloin's story perfectly illustrates the inclusive nature of motor sport.

"The ability of motor sport to transform people's lives, to deal with an issue that's life changing and get through it, is something we must absolutely promote," he said. "The key for ASNs is to understand that the barrier is the licences, and that we all need to make sure that the process caters for disabled drivers, and that if we do it right we can lead the way globally in our levels of inclusive competition."

The session also heard from Karyn Hamer who presented her work in creating the Women of Australian Motorsport Commission (WAMS) as part of her ASN, the Confederation of Australian Motor Sport (CAMS).

She explained how the organisation works alongside the operations of CAMS to specifically address the issues facing



Lalegh Sedigh, who spoke of the challenges facing women in motor sport in Iran.

women in motor sport in Australia. "Utilising data we created a toolkit for our clubs about how to increase the number of women in the sport," she said. "Everything we do has social media attached to it – it's a core part of what we do and especially how we shine the spotlight on young talent through our Junior Development Scholarship, which aims at 15-24 year olds with a karting/competition licence."

Janette Tan, General Secretary of the Singapore Motorsport Association, revealed that, "a quarter of our lower level officials, and one in five in high level positions are women.

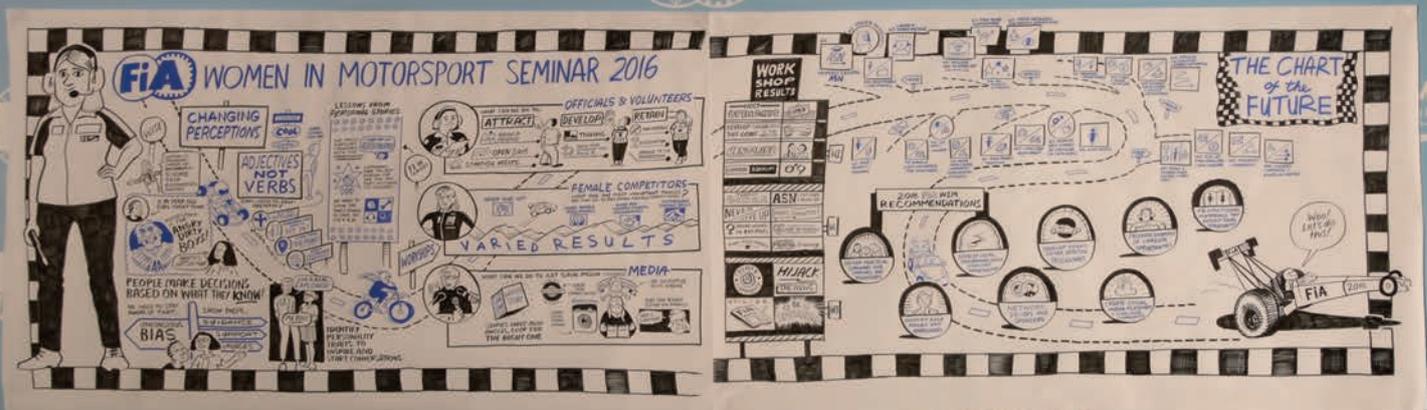
"We've paved a way for women to reach higher levels of officials in motor sport," she added. "Together we can accomplish anything, and motor sport is no exception."

Iran's Laleh Sedigh, meanwhile, explained the cultural and religious barriers facing women in sport in her country. "The culture of my country means they look at women in a very backward way," she said. "We are trying to change this, and sport is a key way to overcome these barriers."



FIA Deputy President for Sport Graham Stoker, and (right) Nathalie McGloin.





A graphic representation of the workshop outcomes and seminar recommendations, created in real-time during the seminar.

Seminar participants help to chart the future of female motor sport

The 2016 FIA Women in Motorsport Commission seminar was drawn to a close by representatives of the ASNs drawing together conclusions from workshops held earlier on the second day, which were then distilled into an eight-point roadmap for the Commission and national representatives to act on over the next four years.

The earlier workshops had focused on three key areas: Officials and Volunteers, Drivers and Media, and presenting the outcomes of the first group, Sue Sanders, a founding member of the FIA Women in Motorsport Commission, identified bringing friends and family to events as a key means of increasing participation, as well as leveraging social media and positive role models. The group also pointed to providing clear paths of career progression as an aid to encouraging girls to consider motor sport as a career.

The second workshop, moderated by Jutta Kleinschmidt, focused on the challenges facing female competitors. The cross country rally star highlighted the need for stronger involvement from ASNs in creating inclusive sporting programmes, the need for a greater number of women in key positions within motor sport and also efforts to boost self-belief among female drivers. She added that more needs to be done to source supporters and sponsors for female racing drivers.

The third workshop examined the role of media in promoting female participation in motor sport, with moderator Rebecca Geller reporting that women involved in the sport should create messaging and publicity opportunities in order

for media to promote what they do, create a community among peers, promote each other's work and utilise the networks available, such as the FIA.

Each geographical region represented at the seminar also prioritised its two most important points in each of the categories. The feedback was then distilled into eight recommendations to be taken forward and implemented over the next four years by the FIA Women in Motorsport Commission. The recommendations are:

1. Each ASN should identify its training requirements and deliver practical seminars and mentoring programmes for volunteers and officials, both nationally and within the region
2. Each ASN should identify role models and ambassadors that effectively promote the sport to its officials
3. Each ASN should develop local programmes which highlight the opportunities available to women in motor sport
4. Each ASN should develop programmes, including young driver detection cells, at local and national levels
5. Each ASN should find creative solutions to network and connect drivers and sponsors
6. Each ASN should create an online social media platform and community (e.g. Twitter and WhatsApp groups) which ensures that the contribution made by women in the sport is recognised at all levels

7. Each ASN should provide examples of motor sport career opportunities
8. Each ASN should ensure their promotional and marketing materials are written using the right adjectives for equal opportunities and illustrated with appropriate gender images

The seminar was then brought to a close by senior FIA personnel, with Commission President Michèle Mouton saying: “It has been a pleasure to welcome so many people to help shape future plans, and the key outcomes are to help the ASNs, individually and as regions, identify their objectives for the next four years. From this, the FIA Women in Motorsport Commission has also identified its own missions for 2016-2020.

“We must keep hold of this momentum and enthusiasm, and continue our co-operation and communication because we have great foundations to work from.”

FIA Secretary General for Sport Jean-Louis Valentin paid tribute to the Automóvel Club de Portugal and its President, Carlos Barbosa for hosting the seminar, before adding that, “for [the FIA], the advancement of women in motor sport is a high priority. The FIA Administration has a lot to do with the smooth running of the FIA championships, but we are also trying to improve our involvement in the development of motor sport in general.”

Finally, ACP President Carlos Barbosa referenced the seminar’s recommendation as a mark of its success: “You have a very important document for your work of the future. You have formed into a team the last two days and that’s very important. We cannot build within the FIA without a team, the ASNs and the people that represent the women and members that can go forward in this sport.”



ACP President
Carlos Barbosa.



FIA Secretary General
for Sport Jean-Louis
Valentin.

Making WISE choices for the future

The second day of the 2016 FIA Women in Motorsport Commission Seminar saw a team from UK education campaign WISE show delegates how perceptions of girls’ prospects in science-related careers can be changed.

The WISE campaign aims to inspire girls to study and build careers using science, technology, engineering and maths (STEM) and the team from the organisation first showed delegates that perceptions of a career, true or false, can limit individuals’ self-belief and confidence, reduce opportunities to engage in activities, lead to a lack of guidance, and ultimately failure for selection. The team then demonstrated ways in which ASN representatives from around the world could help engage younger generations.

“We need to start thinking about the language we use when talking to young girls. They speak a different language to boys and if we’re not speaking their language, they won’t hear us,” said Fay Best, a STEM gender and equality adviser for WISE. “Girls and women need to self-identify with careers and role models; they use adjectives about themselves, whereas boys use verbs. All the research has shown that girls want to keep their options open, they have a desire to fit in and need to see the point of what they are doing.”

The workshop then heard a number of women involved in motor sport relate their experience of getting a foothold on the industry career ladder, including former F1 in Schools World Finals runner-up Ana Andrade, who is now a full-time student at King’s College London, pursuing an MSci in Physics with Theoretical Physics, and Cristiana Pace, the first woman to work alongside the FIA technical department in F1 as a data analyst and who has since worked as a Research Consultant with the FIA Institute. She currently works at Williams Advanced Engineering as Business Development Manager.

For more information on WISE see: www.wisecampaign.org.uk.



Fay Best
of WISE.



Emma Gilmour and Anthony McLoughlin celebrate victory at this year's Canterbury Rally.

Gilmour enjoys successful season in NZRC and cross-country rallying

Up and coming rally star Emma Gilmour recently completed a successful season in two disciplines – with the New Zealander becoming the first woman to win a round of her native rally championship as well as continuing to make progress in the tough world of cross-country rallying.

Gilmour's New Zealand Rally Championship campaign got off to a good start with a podium finish at the second round, the International Rally of Whangarei. Her second place finish was her first since the final round of the previous season – the Rally Wairarapa.

"I'm so rapt to have had such a strong, consistent run," she said afterwards. "We had no mechanical issues and despite a small mechanical scare on the penultimate stage, we brought the car home safe and sound."

She was one of the fortunate few, as out of the 40-car field, just 13 drivers finished the tough, two-day event. "Whangarei is a really hard rally," she said. "The roads are challenging and the Saturday in particular is long with seven stages over some tight, twisty terrain."

It was at the following round that the Dunedin-based driver took the final step up to the top of the podium, winning the Rally of Canterbury.

After a tough battle through the rally's forest stages, Gilmour finished with a convincing 1m 15s in hand over second-placed Andrew Hawkeswood. Gilmour and Australian co-driver Anthony McLoughlin either won or were runners-up in eight out of the nine stages and brought the Suzuki Swift Maxi charging home to win the final power stage.

"I'm really happy – it's so exciting to actually be standing on

the top step of the podium," she said. "Many people have put in so much effort over the years and this is the perfect way to repay them. I am also honoured to be the first female to win a NZRC round and it just goes to show – girls really can do anything!"

The victory put her second in the overall standings and she went into round four of the five-event campaign hopeful of overhauling championship leader David Holder.

Gilmour's Rally Gisborne hopes were dashed after she was forced to retire early in the day-long event with engine failure.

"I'm very disappointed to say the least," she said. "After our win at Canterbury, we were really hoping to battle with David Holder for the championship today. Unfortunately that all came to an end on stage three when our engine stopped."

The failure meant that Holder was able to secure the championship crown and Gilmour went into the final round hoping to lock down the championship runners-up spot.

However, there was further disappointment for Gilmour on Rally Coromandel. Following the Canterbury engine failure a new engine was fitted to her Suzuki Swift but problems with the new unit meant she was unable to start the season's final round and thus she dropped to fifth place in the overall standings. "It is very disappointing as we would've loved to have finished the season on a high, with a win, and to have

secured second in the championship,” Emma said.

As well as competing in the NZRC, Gilmour continued to progress in cross-country rallying.

After being selected by the Qatar Motor and Motorcycle Federation and the FIA’s Women in Motorsport Commission to compete on the gruelling Sealine Cross Country Rally, Emma and South African co-driver Sandra Labuscagne contested August’s Italian Baja, completing the event with some competitive times despite a roll in the opening stage of the event.

“Unfortunately on the first main day, the first real stage, 50 kilometres in I got caught out,” said Gilmour. “With the dust and braking I tipped it over, we rolled and couldn’t get the car back on its wheels. Fortunately it was just cosmetic damage and the team did a great job to fix it and get us back out in the afternoon.

“The only problem was there was no windscreen anymore and we had to wear goggles; there were a lot of water crossings and mud splashes so we got very wet and very muddy! But we had heaps of fun, it was amazing.”

Because of their opening section mishap, the pair – who ultimately finished sixth in the T2 class – were seeded at the back of the field for the second day and struggled to overhaul slower cars. Their progress was also hampered by the need to stop and change a puncture in the last section.



Emma Gilmour and Sandra Labuscagne.

“We were setting third fastest T2 times but we were among much slower cars and they didn’t like pulling over for girls in a hurry!” added Emma. “I think we would easily have been third in class. I think second would have been a push, but it’s hard to know how much we were being slowed up with all the traffic we had to keep getting past, so definitely it would’ve been a podium for sure.”

Emma Gilmour, Nasser Al-Attiyah, Sandra Labuscagne, FIA Women in Motorsport Commission President Michèle Mouton and Matthieu Baumel.





Anita Mäkelä gets set to unleash 10,000hp at Santa Pod Raceway.

Anita Mäkelä takes FIA European Top Fuel drag racing title

Finnish drag racer Anita Mäkelä took her second FIA European Top Fuel Championship title in a nail-biting finish to the season that came down to the final runs of the final round at Britain's Santa Pod Raceway.

Going into the final round of the six-round campaign, Mäkelä was just 17 points clear of chief rival Stig Neergard and with 20 points available for a round win, the championship was looking set to go right down to the wire.

In the end the championship leader was hit by mechanical problems and lost the blower belt of her car, while Micallef posted a run of 3.896 seconds at 312.18 mph to take the win.

It looked like the Finnish driver would again be forced to settle for the runners-up spot in the overall standings for the third time in her career in drag racing's top category.

In the second semi-final Neergard needed to defeat 2015 champion Michael Kågered to gain the 20 points he needed to clinch the title. But the Dane was defeated by Kågered and so Mäkelä added a second FIA Top Fuel title to the one she won in 2000.

"I'm really happy. I wake up every morning with a smile on my face," she says of the title win. "Each Top Fuel [competitor] was capable of running fast. You really needed to do your very best on each run to beat them all if you want to win.

"I was leading the championship by 17 points ahead of Stig Neergard when we came to the last race. I needed to do really well to beat him and if Stig won his run, I would need to do the same. I lost my semi-final, but so did Stig, and that was it. It was a very thrilling moment."

Across the six events of this year's championship Mäkelä managed to score two wins and two second positions, a tally that gives her great satisfaction.

"I'm pleased with the season," she says. "The victory in Hockenheim, Germany, was the best moment and very special to me, because I became the first ever three-second driver in Germany."

Having won the Top Fuel title for the second time, Mäkelä, who has been competing since 1987, has no intention of taking her foot off the gas in 2017.

"I still hold the European record of 3.87s and 504 km/h, but the guys are getting close to me, so we need to improve our performance," she says. "We need to improve some areas in my car. We have the fastest car in Europe and we hold the championship number one, so there is no reason not to race. It's a case of catch me if you can!"



Anita Mäkelä

Marta Garcia makes impressive Spanish Formula 4 debut

FIA Women in Motorsport Commission-supported racer Marta Garcia made a superb start to her Formula 4 career by claiming two top five finishes and sixth place in the final race, as well as claiming the fastest time of her first race weekend practice session in the junior series.

The 16-year-old Spaniard, who with Commission support won the 2015 CIK-FIA Academy Trophy in karting, as well as the prestigious Trofeo Industrie in Italy, joined the Drivex Team in the Spanish F4 Championship for the round in Valencia at the end of September.

The team founded by former F1 star Pedro de la Rosa and Miguel Ángel de Castro has had good results in the series with its regular drivers Aleksander Vartanyan and Nikita Volegov and Garcia confirmed the team's competitiveness with an excellent display alongside fellow new recruit Antolín González.

Marta made a sensational start to her debut F4 weekend, emerging fastest in free practice, posting a time of 1'34.737, six tenths of a second ahead of nearest rival Tuomas Tujula of Finland.

In qualifying for the first race she qualified in eighth place, though her session was hampered by an electronics issue in her car's gearbox. Her maiden race was impressive with the Spanish teenager finishing fifth behind third and fourth-placed team-mates Volegov and Vartanyan, again despite upshift issues.

The following morning, Marta was in fifth place on the grid for the second race and as in the opening race she ended the race in the same spot, this time behind team-mate Volegov.

Finally, in race three, Marta finished in sixth place behind Dutch driver Danny Kroes, having once again moved forward during the race, this time from seventh place on the grid.

"I was really looking forward to the races, it's a big difference from karting to formula racing so I need to get used to this car," she later said of the weekend..



Marta Garcia set the fastest time of practice in her first Spanish F4 outing.

"I'm happy because it was my first race and I hadn't been in a car for some months, so it was good.

"I had a problem with the gears in the first qualifying and that made me lose some speed," she added. "Of course I still need to improve my driving and also get better at warming the tyres faster. But across the whole weekend I made big improvements. I'm sure I'm going to improve a lot and soon I'll be fighting for the podium."

Marta will now stay with Drivex for the remainder of the Spanish F4 season, which takes in rounds in Barcelona and Jarama before the season finale at Jerez at the end of October.

FIA Women in Motorsport supported driver Garcia in action in Valencia recently.



Tamara Molinaro in action during the 3rd Škoda Rally Liezen in Austria recently.



Tamara Molinaro makes solid start to competitive rallying

Hotly tipped 18-year-old rally hopeful Tamara Molinaro made a good start to her competitive career with a third-in-class finish at the 3rd Škoda Rally Liezen in Austria last month.

With highly experienced Austrian co-driver Ilka Minor by her side, Italy's Tamara Molinaro last month guided her Opel Adam R2 car to sixth in class and 23rd overall on the first day of the 3rd Škoda Rally Liezen in Austria.

On the following day, the youngster who hails from Moltrasio on Lake Como, improved again and eventually sealed a third-in-class finish. She was 13th overall from 56 entries at the event, the third round of the Tour European Rally (TER) series. Commenting on Molinaro's progress, Minor, who competes in the FIA World Rally Championship with Henning Solberg, said: "The highlight was definitely the longest stage, which was 19km long. There we were only six seconds slower than the fastest R2.



Molinaro (pictured) made "a really good start," says co-driver Ilka Minor.

"Tamara is progressing really well," added the Austrian. "The first three stages were a little difficult in terms of how she should drive. But finally, after resolving some of the things which caused us to lose time, her times were getting better and better."

With the backing of Opel, Pirelli, Red Bull and the FIA Women in Motorsport Commission, Molinaro has spent much of 2016 learning her craft and under the watchful eye of rally champion Raimund Baumschlag and his BRR team.

The youngster took part in a number of rallies driving the 'Zero' car used to open the road for competing drivers. Following an outing at the Rally Weiz in Austria in July, she also appeared at the Wartburg Rally in August.

Her progress in those rallies led to the decision to begin her competitive career in Liezen, with Minor branding the outcome "a very good result".

"She still has things to learn but nothing to worry about," said Minor. "For example, in Austria there are many stages that are not 100 per cent tarmac. Sometimes you have nearly 50 per cent gravel and mud and to drive on that surface with tarmac tyres requires a lot of experience. But it will come. Over the total event we lost 1.5 sec/km to the winner and 0.6 sec/km to the second-placed car. Overall, I'd say it was a really good start."

Molinaro's next rally start will come at the 3 Städte Rally, the final round of the ADAC German Rally Championship, later this month where she'll once again pilot the Opel Adam R2 with co-driver Minor.

Female officials make history in Norway

Earlier this year the Norwegian round of the FIA World Rallycross Championship in Hell marked the first time in history that an all-female panel of stewards officiated at a round of an FIA World Championship event.

Alongside Belgium's Liliane Nottermans and Norway's Anne-Kjersti Ludviksen, Britain's Cheryl Lynch kept competitors in Hell honest throughout an intense race weekend that eventually saw local hero Andreas Bakkerud emerge victorious. History was then repeated at the WRC round in Spain, where Germany's Waltraud Wunsch led a panel that included Christina Lundqvist Viklund and FIA Women in Motorsport Commission Ambassador Silvia Bellot.

Here, though, Cheryl Lynch explains how she came to officiate in motor sport, the difficulties she encountered along the way and her hopes for the future of female racing officialdom.

How did you come to work as a motor sport official?

As a permanent employee of the UK ASN, the Motor Sports Association (MSA), I've come to my officiating role in a rather unconventional way. I am the Race, Speed & Kart Executive, which means I am effectively the sporting regulator for Circuit Racing, Karting and Speed events, which means Sprints, Hill Climbs, Drag Racing, Autocross, Rallycross and Time Attack.

Having worked at the MSA for over 26 years I've covered many aspects of the sport from the regulatory side and have been responsible for reviewing the events within my remit, including their Clerking and Stewarding. For this reason I have been involved in the development of our training needs and objectives.

The World Rallycross round in Norway was pretty special in having an all-female stewarding panel. Is that the shape of things to come?

Having joined the FIA Off Road Commission as the UK representative in 2010 I am also proud to have had some input in the regulatory process on the international stage. I have always found Rallycross to be a very modern discipline and this is displayed by the female representation across the officials' roles.

I have reviewed the UK statistics for female officials, which reaffirmed my belief when attending events that there is a large population of us ladies around the paddocks and in crucial roles within motor sport, however many more could put themselves forward for senior roles.

Over the past 25 years in the sport I have seen a small but constant female influence behind the scenes. I say small because in

2015 we had 716 licensed clerks of the course in the UK, of which 47 were female, equating to only seven per cent. And out of 187 MSA licensed stewards there are just five women, including me – 3 per cent.

That said, of the 345 MSA licensed timekeepers there are 105 women, which is a creditable 30 per cent! These are numbers that we can all play a part in boosting, simply by encouraging friends and family to get involved, and by providing a warm, welcoming and encouraging atmosphere when they do.

Have you faced any particular challenges or obstacles during your time as an official?

Moving from my role as an employee of the ASN to officiating, I have at times felt that as a female I have had to make that extra effort or prove myself over my male colleagues, but actually these are constraints we put on ourselves. I believe now that the reality is that whether male, female, young or old, we all have to prove our worth in an established environment and that is motor sport.

I've only ever received immense support from all my colleagues, which has made me realise that it really doesn't matter that I am a woman in what is often perceived to be a male-dominated sport. All that matters is that I have the necessary understanding and appreciation of my role and that I'm not afraid to get stuck in and offer my view.

What would you say to young women who are interested in motor sport and perhaps considering officiating?

There is no substitute for practical experience and I would recommend anyone interested in venturing into the officials route to go along to their local club and offer their services to help in whatever capacity they can as this will form such an important practical base on which to build a thorough understanding of what is required of an official and will also make training seem much more relevant to the standards required.

I consider myself very fortunate to have a career in the sport and to have the additional fortune to be officiating in the Stewarding role, plus I know that this is not just because I am female. To have an all-female stewarding panel in Norway demonstrated that the ability is there to achieve the goal if you wish. Competitors may be the most visible participants in motor sport, but I do think it is time we celebrated some of the leading ladies undertaking roles that are absolutely crucial to our sport.



Liliane Nottermans, Anne-Kjersti Ludviksen and Cheryl Lynch, who made up the panel of stewards at this year's WRX round in Norway.

Four wins boost Halm to fourth overall in FIA ETRC

Four victories across the FIA European Truck Racing Championship season helped propel Germany's Steffi Halm to fourth overall in the final drivers' standings.

Halm's first win of 2016, and the second of her career after she won at the Hungaroring last year, came at the start of July in round four of the nine-event championship at the Nürburgring. A month later Halm scored a second consecutive win at the Hungaroring. In the reverse grid second race, she took the lead from Frankie Vojtisek of the Czech Truck Racing Team on lap three and quickly opened an unassailable lead. She crossed the finish line 16.784s ahead of her closest rival, Anthony Janiec of Lion Truck Racing.

Over the next round rounds Halm amassed five more podium finishes at the rounds in Most, Czech Republic, Belgium's Zolder and the Jarama circuit in Spain to head into



the final round at Le Mans with a total of 203 points.

And at that final round the German driver racked out another brace of wins. She finished race two of the weekend in second place but she was promoted to first after race stewards excluded winner Janiec from the result due to driving standards.

Halm then led home a remarkable female one-two in race four. Ellen Lohr led for nine of the 11 laps but Halm eventually got past to secure a fourth win of the season and fourth place in the championship overall.

[BONUS: Watch the video about the Women on Wheels team](#)

24% of SGP officials are female



Twenty four per cent of the total number of officials working at this year's FIA Formula One Singapore Grand Prix were women, according to the Singapore Motor Sports Association. Association spokesperson Janette Tan said: "The women officials of the Singapore Grand Prix cover all roles from Deputy National Clerk of the Course, Chief Observers, Crane Operators, Fire Marshals, Administrative Personnel and many other trackside roles. "With the youngest at 18 years old and the oldest at 57, a good number of these ladies are appointed as a senior or lead official, providing guidance or leadership to their teams during the event."



Claire Williams named most influential British woman in motor sport by Autocar magazine

The Great British Women in the Car Industry scheme set out to name the 100 most influential British women working in the motor industry, with a panel of judges from Autocar and the Society of Motor Manufacturers & Traders (SMMT) selecting winners in 11 categories: Executive, Design, Product Development, Manufacturing, Purchasing, Communications, Sales, Marketing, Motorsport, HR, and Rising Stars.

In the motor sport category, Williams scooped the top spot. The deputy team boss was one of five British FIA Women in Motorsport Commission members and Ambassadors nominated from the pool of nine category winners. Also nominated were three-time Le Mans-winning race engineer Leena Gade, Motor Sport Association representative and Rally GB Deputy Clerk of the Course Sue Sanders, FIA WRC Media Delegate Hayley Gallagher and former F1 test driver Susie Wolff.

Commenting on the gender imbalance in the automotive sector, Williams said that motor sport is changing, with a growing number of women now working in a variety of roles. At Williams 8 per cent of the workforce is female, a figure Williams said represents a positive increase. “Five years ago it was zero per cent,” she said, “so we’re getting there.”

The Williams Deputy Team Principal added that a chief cause of the imbalance is the lack of encouragement given to school age girls in pursuing science subjects and mathematics.

“Not a lot of girls chose to take STEM [science, technology, engineering and mathematics] subjects, for whatever reason,” she said. “It seems deeply entrenched in our gender psyche.”

Williams has held the post of Deputy Team Principal at the UK team since 2013, switching from team roles in communication and marketing to help run the team when her father Sir Frank Williams stepped back from day-to-day running of the team. She admits she would soon like to start a family but insists that such a choice should not disadvantage any woman working in motor sport.

“F1 moves so quickly that [taking time out] is a concern. That’s why it is tough for women, whatever people say about ‘having it all’.” But she says the Williams team is accommodating to new mothers and she wouldn’t let her high-pressure job stop her from having children. “I’d have a baby sling designed in Martini Racing colours, take my baby to strategy meetings, and everybody would have to deal with it.”

The Autocar Great British Women in the Car Industry chose Linda Jackson, Chief Executive Officer of Citroën as its overall winner and the magazine is hopeful that the initiative will encourage young women to pursue careers in the automotive industry. “It is our hope that by shining a spotlight on those who have reached the top that more women will consider the rich, exciting careers that are open to them,” said a spokesperson for the publication.



SEMINAR SCENES
POSITIVELY PORTUGAL

The second FIA Women in Motorsport seminar brought 90 delegates from 43 countries to Lisbon and after two days of productive discussion the result was an ambitious eight-point plan for the years ahead. However, the seminar was about more than just defining a road map for the future. It was a chance for women from a variety of cultures, some rich in motor sport and some just building a framework for competition to meet, discuss the challenges they face and make progress. As Commission President Michèle Mouton said: "At the first Seminar we were giving advice, trying to help the ASNs; today I get the feeling they were demanding more from us and this was a really nice feeling."

